

north of Chillicothe, IL 29 would have two 12-foot-wide lanes in each direction separated by a raised median. Bicycle and pedestrian access would be provided with the reconstructed roadway. Improvements in Chillicothe would also include the replacement of the BNSF Railroad bridge over IL 29.

From the interchange north of Chillicothe to I-180 the preferred alternative follows existing IL 29, except in Sparland and Henry. In Sparland, the preferred alternative would be on new alignment east of the railroad tracks. In Henry the preferred alternative would be on new alignment west of the city.

Although interchanges are proposed at IL 17 in Sparland and Western Ave. near Henry, this portion of the project would be built to expressway standards. This design allows access to the highway at local roads, residences and field entrances.

Additional road closures are proposed at Oak, Maple, and Elm Streets in Sparland. Further closures are proposed at Douglas, Courtland, and Main Streets as well as Senachwine Lake Road in Putnam.

Bradford Road, in Putnam, is proposed to be extended across IL 29 to Senachwine Lake Road.

Narrow medians, retaining walls, and other measures have been proposed in some locations along the proposed improvement to minimize impacts.

Why has the Bluff Alignment been eliminated?

After evaluating traffic data, the Bluff Alignment was eliminated from further consideration because it would not alleviate future congestion on existing IL 29. In 2030, the project's design year, a reconstructed IL 29 (4-lane divided

highway) would carry three to four times more traffic than a Bluff Alignment alternative. The failure of the Bluff Alignment to attract traffic from IL 29 means that it does not meet the project's goal of increasing transportation efficiency between IL 6 and I-180. In addition, the Bluff Alignment had a much greater impact on agricultural land than the preferred alternative.

What comes next?

After a thorough review of all comments received concerning the study, IDOT will begin preparing a Final Environmental Impact Statement (FEIS). The FEIS will summarize the agencies' and public's comments on social, economic, environmental and engineering issues. The FEIS will formally identify the preferred alternative and will include changes to information in the DEIS based on public and agency comments. After the FEIS is signed by IDOT and FHWA, it will be available for public and agency review.

Thank you for attending this hearing and for your interest in this study.

Written comments and questions on the Draft Environmental Impact Statement or the information presented at today's hearing may be sent to:

Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation
401 Main Street, Peoria, IL 61602

Open House/Public Hearing



June 14, 2006

4:00 p.m. to 7:00 p.m.
Three Sisters Park
The Pavilion
17201 North State Route 29
Chillicothe, Illinois

June 15, 2006

4:00 p.m. to 7:00 p.m.
Henry-Senachwine High School
1023 College Street
Henry, Illinois

What is the purpose of this hearing?

Welcome to the Illinois Route 29 Public Hearing.

Staff members from the Illinois Department of Transportation (IDOT) and their consultants are here to discuss the preferred alternative for improving IL 29 between Illinois Route 6 near Mossville and I-180 in Bureau County.

The hearing is being held in an open house format to allow informal discussion between the public and the study staff members. We invite you to view the displays and share your comments with members of the study team.

A court reporter is available today to take your comments. You may also write your comments on the enclosed form and leave it in the comment box or mail the form to IDOT after you leave the hearing. All written comments received by June 25, 2006 will be included in the official project record. Copies of the IL 29 Draft Environmental Impact Statement (DEIS) are available for review at today's hearing. The DEIS is also available at IDOT's website (www.dot.state.il.us/desenv/env.html) and at the libraries listed on the next page.

Please feel free to ask questions today and provide written comments on the enclosed form.

What is presented today?

One build alternative, referred to as "the preferred alternative" has been identified to address the transportation needs of the project area. Figure 1 illustrates the preferred alternative, as well as those alternatives that were eliminated from further consideration since the last public meetings held in July 2004. Exhibits with more detailed information about the proposed improvements are on display at this hearing.

The IL 29 Study's preferred alternative evolved from a structured evaluation process conducted between 2002 and 2006 that involved

coordination and input from resource agencies, elected officials, and the public. IDOT used input from the previous public meetings, as well as engineering and environmental data, in developing the preferred alternative. This alternative has been designed to minimize social and environmental impacts while addressing the transportation needs in the project area.

What is the preferred alternative?

The preferred alternative is a four-lane divided highway which generally follows existing Illinois Route 29, except at Chillicothe, Sparland, and Henry where the preferred alternative is on new alignment.

The preferred alternative begins at the existing IL 6/IL 29 interchange near Mossville, IL, and heads northerly on new alignment west of Chillicothe. After the roadway passes over the BNSF Railroad north of Truitt Ave., it turns east and connects with existing IL 29 near Yankee Lane.

Interchanges along this portion of the preferred alternative are proposed at Cedar Hills Dr., Rome West Rd., an extension of McGrath St., Truitt Ave. and with existing IL 29 north of Chillicothe. This portion of the route would be built to freeway standards with access being allowed only at interchange locations. Road closures proposed in this area include Dickison Lane and Boy Scout Rd.

Within Chillicothe, existing IL 29 would be reconstructed from the Truitt Avenue intersection to the proposed interchange north of Chillicothe. From Truitt Avenue to Gail Avenue, IL 29 would have two lanes in each direction with a bi-directional turn lane. Between Gail Avenue and the interchange

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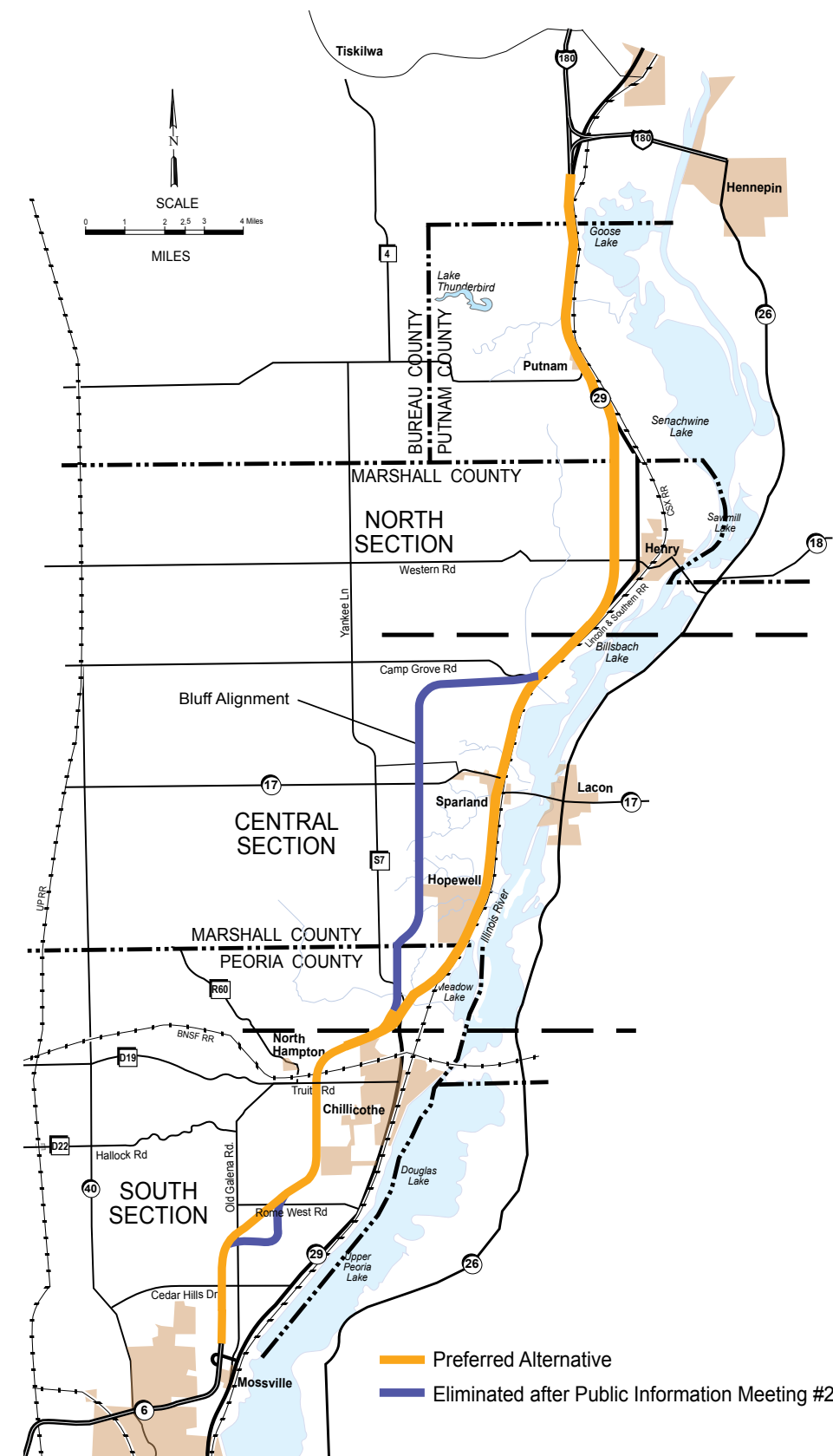


Figure 1
29 Alternatives

Opportunities for Public Participation

IDOT continues to seek input from representatives of communities, agencies, businesses and the general public on the IL 29 Study. Opportunities for you to contribute to the project and provide input to the process include:

- Use the comment form included in this handout to express your ideas, comments, or opinions on the project. Mail the completed form to IDOT on or before June 25, 2006 or submit the completed form at either of the public hearings.
- Attend the public hearing on June 14 in Chillicothe or June 15 in Henry. Provide comments to staff members, the court reporter or submit a written comment.
- After the public hearings, mail your comments to the address below on or before June 25.
- Visit the IL 29 Website to offer your comments and to learn more about the project. The Website address is www.dot.il.gov/il29/default.aspx

The IL Route 29 Draft Environmental Impact Statement is available for public review and comment at www.dot.state.il.us/desenv/env.html or at the following libraries:

Peoria Public Library

107 NE Monroe
Peoria, IL

Lacon Public Library

205 6th Street
Lacon, IL

Henry Public Library

702 Front Street
Henry, IL

Chillicothe Public Library

430 N. Bradley Avenue
Chillicothe, IL

Comments on the DEIS are due by June 25, 2006, and should be sent to Eric Therikidsen, P.E. at the address listed on page 4.